

Michigan Airport Development Program

AIP Capital Improvement Plan
2013-2023

Federal/State/Local



West Branch Community Airport

West Branch, MI



Date of Latest ALP - **2009**
ACIP Airport Code - **D**
Airport Identifier - **Y31**

MDOT-Aero
2700 E Airport Service Drive
Lansing, Michigan 48906

Prepared By: URS Corporation
Sponsor: Co Ogemaw, City West Branch
Submitted By: Lane Tabor
Date: November 30, 2012

MICHIGAN STATE BLOCK GRANT PROGRAM											
TEN-YEAR AIRPORT CAPITAL IMPROVEMENT PROGRAM (CIP) FY-2013* to FY-2023											
*ACIP includes current development year (2012 already programmed - minor changes acceptable)											
Airport Name: West Branch Community Airport										Date prepared: 11-30-12	
Associated City: West Branch, MI										Prepared By: URS Corporation	
Sponsor: Co Ogemaw, City West Branch										Sponsor email address & phone: taberhome@charter.net (989) 345-1453	
Airport Identifier: Y31										FINAL ACIP due to MDOT AERO: no later than 12/1/11	
Development Year	Project Description	Shown on ALP? (Yes or No)	ACIP Code**	NPIAS Priority Rating**	Federal Entitlements	Federal Apportionment	Federal Discretionary	State	Local	Total	Remarks/Item Justification - Provide as much detail as possible. (See detail sheets for extended information.)
2013	Available Entitlements				\$ 405,000	(\$150,000 NPE plus \$255,000 NPE carryover from 2012.)					
	Lighting Rehabilitation	Yes	RE-RW-LI	66	\$ 197,100	\$ -		\$ 10,950	\$ 10,950	\$ 219,000	Runway and Taxiway circuits are beginning to fail. Based on the pre-engineering study a final scope of work has been determined. Existing cabling and transformers at each light will be replaced. Existing REIL, Windcone, and Apron lights will be replaced with LED fixtures. New parking lot light will be added as well as power to ceilometer. Most of lighting is from 1992. Portions of the cabling and Rwy lights on south side are from 1985.
		Yes			\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
Carryover				\$ 207,900							
2014	Available Entitlements				\$ 357,900						
	AWOS	Yes	ST-EQ-WX	42	\$ 186,300	\$ -		\$ 10,350	\$ 10,350	\$ 207,000	On-site weather reporting is required for air cargo operations and Part 135 Conditions to use the airport. Weather is currently reported by the airport manager. AWOS III to by MDOT.
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
	Carryover				\$ 171,600						
2015	Available Entitlements				\$ 321,600						
	Design: Animal Control - Wildlife Habitat Removal	Yes	ST-OT-IM	41	\$ 22,500	\$ -		\$ 1,250	\$ 1,250	\$ 25,000	Control of wildlife at the airport is difficult with the surrounding trees. Habitat removal would make management of this area less of an issue. Area would be cleared and graded to allow maintenance to prevent regrowth. Issue will be discussed with new airport board. Fencing is also and option but would have additional cost.
	Crack Seal Pavements	Yes	RE-RW-IM	66	\$ 20,700	\$ -		\$ 1,150	\$ 1,150	\$ 23,000	Crack Seal Pavements with State Program
					\$ -	\$ -				\$ -	
	Carryover				\$ 278,400						
2016	Available Entitlements				\$ 428,400						
	Animal Control - Wildlife Habitat Removal (Trees)	Yes	ST-OT-IM	41	\$ 261,900	\$ -		\$ 14,550	\$ 14,550	\$ 291,000	Control of wildlife at the airport is difficult with the surrounding trees. Habitat removal would make management of this area less of an issue. Area would be cleared and graded to allow maintenance to prevent regrowth.
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
	Carryover				\$ 166,500						
2017	Available Entitlements				\$ 316,500						
	Multi-Purpose Carrier Vehicle w/ Snow Blower	Yes	ST-EQ-SN	44	\$ 165,600	\$ -		\$ 9,200	\$ 9,200	\$ 184,000	Airport currently has only two pieces of snow removal equipment; an 2001 Oshkosh Plow Truck and a 2003 small tractor (lawn size). The airport has no good means to remove snow banks around lights on runway. A large PTO powered snow blower is needed to keep the runway open and safe during winter operations. Desired machine will be versatile enough to also run several other pieces of snow removal equipment including a broom and blower. A snow removal equipment worksheet will be submitted the year prior to this project.
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
	Carryover				\$ 150,900						
2018	Available Entitlements				\$ 300,900						
	PFC Runway, Crack Seal, Remark Pavements, Sealcoat Apron	Yes	RE-RW-IM	66	\$ 300,900	\$ 629,700		\$ 51,700	\$ 51,700	\$ 1,034,000	Preventative maintenance is needed to preserve the airport pavement. Runway was built with glass grid to limit cracks, but by 2014 it is anticipated that this pavement will require some crack repair. The PCI ratings for the pavement range from 75-95. A PFC on the runway will preserve and protect the existing pavement. The PCI will also help create a better landing surface at the airport by increasing braking performance and creating a dryer surface but it will also extend the life of the pavement. Other preventative measures will include routing and sealing the existing cracks in the pavement and seal coating the apron. Both should provide an additional 4 years or service life. Pavement will also need to be remarked, the last time it was remarked was in 2009. Snow removal around lights due to buildup of snow banks is becoming difficult. Paved shoulders will improve snow removal, reduce erosion, and increase safety at airport. PCI Rating: Runway - 88 (2008) Taxiway - 75/95 (2008) Apron - 87 (2008)
					\$ -	\$ -				\$ -	
					\$ -						
	Carryover				\$ 150,000						
2019	Available Entitlements				\$ 150,000						
	Design: Parallel Txy "A"	Yes	CA-TW-EX	47	\$ 54,000	\$ -		\$ 3,000	\$ 3,000	\$ 60,000	See following description.
					\$ -	\$ -				\$ -	
					\$ -						
	Carryover				\$ 96,000						
2020	Available Entitlements				\$ 246,000						
	Phase I Parallel Txy "A" 2200 LFT with Reflectors	Yes	CA-TW-EX	47	\$ 246,000	\$ 100,500		\$ 19,250	\$ 19,250	\$ 385,000	A parallel taxiway is needed to facilitate traffic at the airport. Currently, when an airplane lands on Runway 9 it needs to turn around and taxi down the runway, limiting the number of operations at the airport. The grade has been built up from previous projects and a Cat. Ex. should be able to be obtained for environmental clearance. The taxiway will avoid the wetlands to the east but the connector will cross a ditch between the taxiway and runway. No engineering design costs are included since design will be done in previous year.
	EA for Phase II Parallel Txy "A"	Yes	CA-TW-EX	47	\$ -	\$ 40,500		\$ 2,250	\$ 2,250	\$ 45,000	Needed to construct phase II of parallel taxiway.
					\$ -						
	Carryover				\$ -						
2021	Available Entitlements				\$ 150,000						
	Phase II Parallel Txy "A" 2000LFT (MITL for both Phases)	Yes	CA-TW-EX	47	\$ 150,000	\$ 475,500		\$ 34,750	\$ 34,750	\$ 695,000	A full parallel taxiway is needed to safely facilitate traffic at the airport. This is also needed for lower minimums on a the GPS approach. To fully utilize this taxiway during night time operations, taxiway lighting is necessary. Initial design will be done in 2011 with Phase I.
	Apron Expansion (250' x 180')		CA-AP-EX	42	\$ -	\$ 165,600		\$ 9,200	\$ 9,200	\$ 184,000	Current apron is congested at times and a need for more space has been forecasted for itinerant aircraft.
					\$ -						
	Carryover				\$ -						
2022	Available Entitlements				\$ 150,000						
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ -						
	Carryover				\$ 150,000						
2023	Available Entitlements				\$ 300,000						
	2 - 50'x50' Hangars	Yes	ST-BD-MS	29	\$ 297,900	\$ -		\$ 16,550	\$ 16,550	\$ 331,000	There is a demand for additional aircraft storage at the airport. Hangar construction will allow a source of revenue generating for operating the airport.
					\$ -	\$ -				\$ -	
					\$ -						
	Carryover				\$ 2,100						

West Branch Community Airport

YEAR (PROJECT NUMBER): 2013(1)

DESCRIPTION: **Lighting Rehabilitation**

Work Item Description	Quantity	Unit	Price	Amount
Mobilization	1	Lump Sum	\$ 15,000.00	\$ 15,000
Safety & Security	1	Lump Sum	\$ 3,000.00	\$ 3,000
LED REIL Replace on Existing Base	2	Set	\$ 12,000.00	\$ 24,000
Parking Lot Light on New Pole	1	Each	\$ 4,500.00	\$ 4,500
Apron Lights, Double Head on New Pole	4	Each	\$ 6,000.00	\$ 24,000
Apron and Parking Lot Light Circuits 2/C #8 5KVA	660	LFT	\$ 2.00	\$ 1,320
Counterpoise Ground at Ducts	16	Each	\$ 150.00	\$ 2,400
Replace Runway Circuit 1/C #8 5KVA	11,800	LFT	\$ 1.00	\$ 11,800
Replace Runway Homerun 2/C #8 5KVA	580	LFT	\$ 1.50	\$ 870
Replace Taxiway Circuit 1/C #8 5KVA	1,760	LFT	\$ 1.00	\$ 1,760
Replace Taxiway Homerun 2/C #8 5KVA	1,730	LFT	\$ 1.50	\$ 2,595
Replace PAPI Homeruns 2/C #8 5KVA	5,600	LFT	\$ 1.50	\$ 8,400
Replace REIL Homeruns 2/C #8 5KVA	7,100	LFT	\$ 1.50	\$ 10,650
Replace Windcone Homerun 2/C #8 5KVA	1,530	LFT	\$ 1.50	\$ 2,295
Adjust Existing Stake Light	12	Each	\$ 100.00	\$ 1,200
Adjust Existing Base Light	2	Each	\$ 250.00	\$ 500
Replace Existing Light Fixtures	110	Each	\$ 150.00	\$ 16,500
Ground Rod for Each Light Fixture	110	Each	\$ 125.00	\$ 13,750
Replace Taxiway Light Transformer 30kW	38	Each	\$ 150.00	\$ 5,700
Replace Threshold Light Transformer 45kW	16	Each	\$ 175.00	\$ 2,800
Replace Runway Light Transformer 45kW	56	Each	\$ 175.00	\$ 9,800
New Regulator 7.5kVA	1	Each	\$ 8,000.00	\$ 8,000
Vault Work for Apron and Parking Lights	1	Lump Sum	\$ 3,500.00	\$ 3,500
				\$ -
				\$ -
				\$ -
				\$ -

TOTAL CONSTRUCTION		\$ 174,340.00
ENGINEERING DESIGN		\$ 15,000.00
CONSTRUCTION ADMIN.		\$ 20,000.00
CONTINGENCY	5%	\$ 8,717.00
TOTAL *		\$ 219,000.00

TOTAL FEDERAL DOLLARS	90%	\$ 197,100
TOTAL STATE DOLLARS	5.0%	\$ 10,950
TOTAL LOCAL DOLLARS	5.0%	\$ 10,950

* Amount rounded up to the nearest thousand dollars.

DESCRIPTION AND JUSTIFICATION:

Runway and Taxiway circuits are beginning to fail. Based on the pre-engineering study a final scope of work has been determined. Existing cabling and transformers at each light will be replaced. Existing REIL, Windcone, and Apron lights will be replaced with LED fixtures. New parking lot light will be added as well as power to ceilometer. Most of lighting is from 1992. Portions of the cabling and Rwy lights on south side are from 1985.

ALP STATUS	ENV.	PURPOSE:	Reconstruction	8
Yes	Categorical Ex. Expected	COMPONENT:	Runway	10
		TYPE:	Lighting	8
		PRIORITY NUMBER		

YEAR (PROJECT NUMBER): 2014(1)

[illegible]

TOTAL CONSTRUCTION		\$	186,635.00
ENGINEERING DESIGN		\$	6,500.00
CONSTRUCTION ADMIN.		\$	4,000.00
CONTINGENCY	5%	\$	9,331.75
TOTAL*		\$	207,000.00

TOTAL FEDERAL DOLLARS	90%	\$	186,300
TOTAL STATE DOLLARS	5.0%	\$	10,350
TOTAL LOCAL DOLLARS	5.0%	\$	10,350

* Amount rounded up to the nearest thousand dollars.

On-site weather reporting is required for air cargo operations and Part 135 Conditions to use the airport. Weather is currently reported by the airport manager. AWOS III to by MDOT.

ALP STATUS	ENV.	PURPOSE:	Standards	6
Yes	Categorical Ex. Expected	COMPONENT:	Equipment	8
		TYPE:	Veather Reporting E	8
		PRIORITY NUMBER		

YEAR (PROJECT NUMBER): 2015(1)

[illegible]

TOTAL FEDERAL DOLLARS	90%	\$	22,500
TOTAL STATE DOLLARS	5.0%	\$	1,250
TOTAL LOCAL DOLLARS	5.0%	\$	1,250

DESCRIPTION AND JUSTIFICATION:

ALP STATUS	ENV.	PURPOSE:	Standards	6
Yes	Categorical Ex. Expected	COMPONENT:	Other	7
		TYPE:	Improvements	8
		PRIORITY NUMBER		41

YEAR (PROJECT NUMBER): 2015(2)

[illegible]

\$ 23,000.00

* Amount rounded up to the nearest thousand dollars.

ALP STATUS	ENV.	PURPOSE:	Reconstruction	8
Yes	Categorical Ex. Expected	COMPONENT:	Runway	10
		TYPE:	Improvements	8
		PRIORITY NUMBER		66

YEAR (PROJECT NUMBER): 2016(1)

[illegible]

TOTAL*	\$ 291,000.00
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TOTAL LOCAL DOLLARS	5.0%	\$	14,550
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Control of wildlife at the airport is difficult with the surrounding trees. Habitat removal would make management of this area less of an issue. Area would be cleared and graded to allow maintenance to prevent regrowth.

ALP STATUS	ENV.	PURPOSE:	Standards	6
Yes	Categorical Ex. Expected	COMPONENT:	Other	7
		TYPE:	Improvements	8
		PRIORITY NUMBER		41

YEAR (PROJECT NUMBER): 2017(1)

[illegible]

TOTAL FEDERAL DOLLARS	90%	\$	165,600
TOTAL STATE DOLLARS	5.0%	\$	9,200
TOTAL LOCAL DOLLARS	5.0%	\$	9,200

Airport currently has only two pieces of snow removal equipment; an 2001 Oshkosh Plow Truck and a 2003 small tractor (lawn size). The airport has no good means to remove snow banks around lights on runway. A large PTO powered snow blower is needed to keep the runway open and safe during winter operations. Desired machine will be versatile enough to also run several other pieces of snow removal equipment including a broom and blower. A snow removal equipment worksheet will be submitted the year prior to this project.

ALP STATUS	ENV.	PURPOSE:	Standards	6
Yes	Categorical Ex. Expected	COMPONENT:	Equipment	8
		TYPE:	Snow Removal Eq	9
		PRIORITY NUMBER		44

YEAR (PROJECT NUMBER): 2018(1)

[illegible]

TOTAL FEDERAL DOLLARS	90%	\$	930,600
TOTAL STATE DOLLARS	5.0%	\$	51,700
TOTAL LOCAL DOLLARS	5.0%	\$	51,700

Runway - 88 (2008)
Taxiway - 75/95 (2008)
Apron - 87 (2008)

ALP STATUS	ENV.	PURPOSE:	Reconstruction	8
Yes	Categorical Ex. Expected	COMPONENT:	Runway	10
		TYPE:	Improvements	8
		PRIORITY NUMBER		66

YEAR (PROJECT NUMBER): 2019(1)

[illegible]

TOTAL FEDERAL DOLLARS	90%	\$	54,000
TOTAL STATE DOLLARS	5.0%	\$	3,000
TOTAL LOCAL DOLLARS	5.0%	\$	3,000

DESCRIPTION AND JUSTIFICATION:

ALP STATUS	ENV.	PURPOSE:	Capacity	7
Yes	Categorical Ex. Expected	COMPONENT:	Taxiway	8
		TYPE:	Extension/Expansion	6
		PRIORITY NUMBER		47

YEAR (PROJECT NUMBER): 2020(1)

[illegible]

TOTAL*	\$ 385,000.00
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TOTAL LOCAL DOLLARS	5.0%	\$	19,250
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A parallel taxiway is needed to facilitate traffic at the airport. Currently, when an airplane lands on Runway 9 it needs to turn around and taxi down the runway, limiting the number of operations at the airport. The grade has been built up from previous projects and a Cat. Ex. should be able to be obtained for environmental clearance. The taxiway will avoid the wetlands to the east but the connector will cross a ditch between the taxiway and runway. No engineering design costs are included since design will be done in previous year.

ALP STATUS	ENV.	PURPOSE:	Capacity	7
Yes	Categorical Ex. Expected	COMPONENT:	Taxiway	8
		TYPE:	Extension/Expansion	6
		PRIORITY NUMBER		47

YEAR (PROJECT NUMBER): 2020(2)

[illegible]

TOTAL FEDERAL DOLLARS	90%	\$	40,500
TOTAL STATE DOLLARS	5.0%	\$	2,250
TOTAL LOCAL DOLLARS	5.0%	\$	2,250

Needed to construct phase II of parallel taxiway.

ALP STATUS	ENV.	PURPOSE:	Capacity	7
Yes	Categorical Ex. Expected	COMPONENT:	Taxiway	8
		TYPE:	Extension/Expansion	6
		PRIORITY NUMBER		47

West Branch Community Airport

YEAR (PROJECT NUMBER): 2021(1)
DESCRIPTION: Phase II Parallel Txy "A" 2000LFT (MITL for both Phases)

Work Item Description	Quantity	Unit	Price	Amount
Mobilization	1	Lump Sum	\$ 40,000.00	\$ 40,000
Safety & Security	1	Lump Sum	\$ 5,000.00	\$ 5,000
Unclassified Excavation	12,000	CYD.	\$ 4.50	\$ 54,000
Aggregate Base Course 6"	1,500	CYD.	\$ 30.00	\$ 45,000
Bituminous Surface 3"	1,600	Tons	\$ 85.00	\$ 136,000
Drainage Structures	1	Lump Sum	\$ 20,000.00	\$ 20,000
Taxiway Markings (Center & Edge)	7,500	S. Ft.	\$ 1.00	\$ 7,500
Seeding & Mulching	14	Acres	\$ 1,500.00	\$ 21,000
Wetland Mitigation	6	Acres	\$ 15,000.00	\$ 90,000
Muck Excavation	1,000	CYD.	\$ 10.00	\$ 10,000
Underground Cable , 1/C, #8	13,070	LFT.	\$ 2.00	\$ 26,140
Counterpoise Wire, #6	11,575	L. F.	\$ 2.00	\$ 23,150
Galvanized Steel Conduit, 2" Direct Burial	175	L. F.	\$ 20.00	\$ 3,500
Galvanized Steel Conduit, 4 Bank 2" Direct Burial	300	LFT.	\$ 30.00	\$ 9,000
LED Taxiway Lights - Stake	66	Each	\$ 600.00	\$ 39,600
LED Taxiway Lights - Base	10	Each	\$ 900.00	\$ 9,000
Electrical Vault Work	1	Each	\$ 15,000.00	\$ 15,000
Taxiway Signs	3	Each	\$ 4,000.00	\$ 12,000
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -

TOTAL CONSTRUCTION		\$ 565,890.00
ENGINEERING DESIGN		\$ 50,000.00
CONSTRUCTION ADMIN.		\$ 50,000.00
CONTINGENCY	5%	\$ 28,294.50
TOTAL*		\$ 695,000.00

TOTAL FEDERAL DOLLARS	90%	\$ 625,500
TOTAL STATE DOLLARS	5.0%	\$ 34,750
TOTAL LOCAL DOLLARS	5.0%	\$ 34,750

* Amount rounded up to the nearest thousand dollars.

DESCRIPTION AND JUSTIFICATION:

A full parallel taxiway is needed to safely facilitate traffic at the airport. This is also needed for lower minimums on a the GPS approach. To fully utilize this taxiway during night time operations, taxiway lighting is necessary. Initial design will be done in 2011 with Phase I.

ALP STATUS	ENV.	PURPOSE:	Capacity	7
Yes	Categorical Ex. Expected	COMPONENT:	Taxiway	8
		TYPE:	Extension/Expansion	6
		PRIORITY NUMBER		47

YEAR (PROJECT NUMBER): 2021(2)

[illegible]

TOTAL FEDERAL DOLLARS	90%	\$	165,600
TOTAL STATE DOLLARS	5.0%	\$	9,200
TOTAL LOCAL DOLLARS	5.0%	\$	9,200

Current apron is congested at times and a need for more space has been forecasted for itinerant aircraft.

ALP STATUS	ENV.	PURPOSE:	Capacity	7
Yes	Categorical Ex. Expected	COMPONENT:	Apron	5
		TYPE:	Extension/Expansion	6
		PRIORITY NUMBER		42

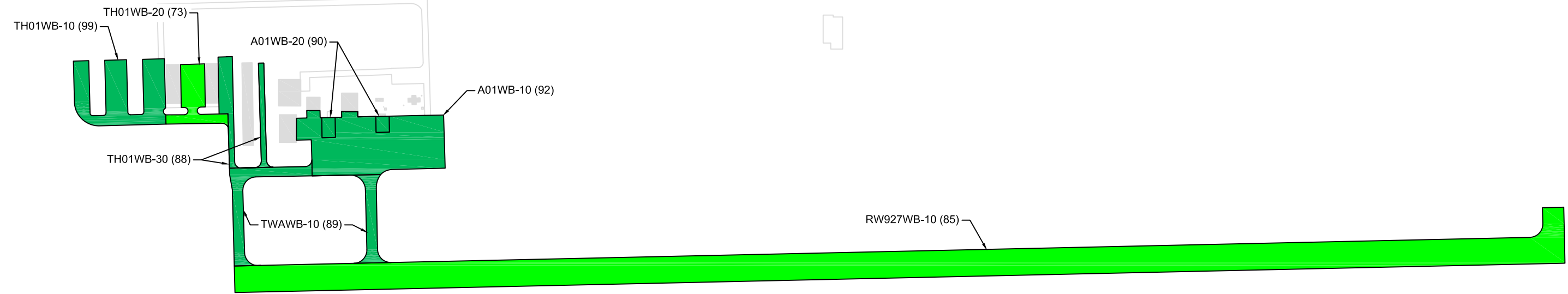
YEAR (PROJECT NUMBER): 2023(1)

[illegible]

TOTAL FEDERAL DOLLARS	90%	\$	297,900
TOTAL STATE DOLLARS	5.0%	\$	16,550
TOTAL LOCAL DOLLARS	5.0%	\$	16,550

There is a demand for additional aircraft storage at the airport. Hangar construction will allow a source of revenue generating for operating the airport.

ALP STATUS	ENV.	PURPOSE:	Standards	6
Yes	Categorical Ex. Expected	COMPONENT:	Building	3
		TYPE:	Misc.	5
		PRIORITY NUMBER		29



LEGEND

BRANCH IDENTIFIER

SECTION IDENTIFIER

PCI VALUE

SECTION BREAK LINE

PAVEMENT CONDITION INDEX

PCI

100

85

70

55

40

25

10

0

REPAIR

PREVENTIVE MAINTENANCE

MAJOR REHABILITATION

RECONSTRUCTION

applied pavement TECHNOLOGY

115 W. Main Street, Suite 400
Urbana, IL 61801
Tel: (217) 398-3977
Fax: (217) 398-4027

AGENCY: Michigan Department of Transportation
Bureau of Aeronautics

LOCATION: West Branch Community Airport
West Branch, MI

PAGE TITLE: 2012 PAVEMENT CONDITION INDEX MAP

PROJECT DATE: JUL. 2012	CREATION DATE: JUL. 2012	PROJECT MANAGER: KMP	JOB NUMBER: 09-040-AM01
DRAWING SCALE: 1"=400'	LAST MODIFIED DATE: OCT. 2012	REVISED BY: KMP	DRAWN BY: TMM
FILENAME: West Branch.dwg		LAYOUT NAME/NUMBER: PCI	FIGURE: 8